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## Senate

The Senate met at 12 noon, and was called to order by the President pro tempore [Mr. THURMOND].

### PRAYER

The Chaplain, Dr. Lloyd John Ogilvie, offered the following prayer:

Almighty God, who calls strategic leaders to shape history, we pray for the women and men of this Senate. As we begin a new week, may they feel awe and wonder that You have chosen them through the voice of Your people. May they live humbly on the knees of their hearts, honestly admitting their human inadequacy and gratefully acknowledging Your power. Dwell in the secret places of their hearts to give them inner peace and security. Help them in their offices, with their staffs, in committee meetings, and when they are here together in this sacred, historic Chamber. Reveal Yourself to them. Be the unseen Friend beside them in every changing circumstance. Give them a fresh experience of Your palpable and powerful Spirit. Banish weariness and worry, discouragement and disillusionment. Today, may we often hear Your voice saying, "Come to me, all you who labor and are heavy laden, and I will give you rest."—Matt. 11:28. Lord, help us to rest in You and receive the incredible resiliency You provide. Thank You in advance for a truly productive week. In the Name of our Lord and Savior. Amen.

### RECOGNITION OF THE ACTING MAJORITY LEADER

The PRESIDENT pro tempore. The able acting majority leader is recognized.

Mr. THOMAS. Thank you, Mr. President.

### SCHEDULE

Mr. THOMAS. Mr. President, for the information of all Senators, this morn-

ing the Senate will be in a period of morning business until 2:30 p.m. Following morning business, the Senate will attempt to enter into several time agreements with respect to the high-tech legislation. At approximately 3 p.m., the Senate will consider the agricultural research conference report, and later this afternoon begin consideration of the missile defense bill.

As a reminder, no votes will occur during today's session, and any votes ordered today will be postponed to occur on Tuesday, at approximately 12 noon. Also, on Tuesday the Senate will attempt to reach a time agreement on the D'Amato breast cancer bill and may also consider the charitable contributions bill. During the latter part of the week, the Senate may also consider DOD authorization. I thank my colleagues for their attention.

Mr. President, I suggest the absence of a quorum.

The PRESIDENT pro tempore. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. FORD. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. THOMAS). Without objection, it is so ordered.

### MORNING BUSINESS

The PRESIDING OFFICER. Under the previous order, there will now be a period for the transaction of morning business.

### FAA'S ACTIONS ON BOEING 737'S

Mr. FORD. Mr. President, today, I want to take a few minutes to speak on the latest actions by the Federal Aviation Administration with respect to its emergency inspection order of Boeing 737's.

Last Thursday, May 7th, the FAA issued an airworthiness directive which

ordered the inspection and possible replacement of fuel tank wiring insulation in certain Boeing 737's, 747's and 767's. The FAA order for 737's required immediate action on an estimated 152 U.S. registered Boeing 737-100 and -200 models with more than 50,000 hours of flying time. A second directive also ordered the operators of 264 Boeing 747's and 231 Boeing 767's to inspect wiring within 60 days.

Yesterday, Sunday May 10th, the FAA ordered the immediate inspection for all older Boeing 737's with between 40,000 and 50,000 flight hours. The FAA ordered that the aircraft could not be operated in commercial service until mechanics could inspect, and repair, if needed, the fuel tank wiring. The FAA's action on Sunday came about after initial inspections by the airlines found additional evidence of electrical problems in the fuel tank wires.

There is no question that the FAA's actions inconvenienced a number of travelers yesterday. The decision by the FAA to issue the emergency order was a tough call, but it was the right call to make. It also demonstrates the FAA's continuing commitment to safety.

As Administrator Garvey said "Safety is our highest transportation priority". Her actions and words are to be commended. I wanted to come to the floor to recognize the actions of FAA Administrator Garvey. She and her staff acted quickly and decisively. Many of us around here have often taken to the floor to say that the FAA's first priority should be safety. And the actions taken by Administrator Garvey are a clear demonstration to all of us that the FAA is vigilant in improving safety within the aviation industry. The actions are also clear evidence of a change in the culture of the FAA—that the agency is proactive in enforcing safety standards.

We should also acknowledge the actions taken by the airlines and the

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.



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Boeing Company. Working in partnership with the FAA, these inspections were undertaken quickly and as a result, a potentially disastrous situation was averted.

I, for one, feel re-assured this morning because of the actions taken by the FAA. I have always been confident that FAA Administrator Garvey would do an outstanding job. Her actions over the weekend have only deepened my confidence in and respect for her, and for the agency.

Mr. BYRD. Mr. President, I ask unanimous consent I may consume such time as I may require.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### EULOGY TO SENATOR JENNINGS RANDOLPH

Mr. BYRD. Mr. President, it is my sad duty to announce to the Senate the death on last Friday of our former colleague, U.S. Senator Jennings Randolph. With countless West Virginians, and with his many friends across America, I am saddened by the passing of my longtime friend.

Jennings Randolph was a man possessed of a profound love for West Virginia and for the Nation. More, he was a man of seemingly boundless energy and limitless horizons. Both in Government and in his several other fields of interest and expression, Senator Randolph seemed constantly to be looking for ways to assist other people to achieve their own potential, or for avenues by which others might attain a better life for themselves. He was, paradoxically perhaps, an indefatigably optimistic realist. Jennings Randolph knew that life often demands struggle and many times ends in defeat; but for every problem, Jennings believed that good-willed, intelligent, and decent men and women could find solutions to their mutual and individual problems, if they united their talents in a mutual effort to overcome frustration or evil, or if they but reached into their deepest resources of character.

An educator, writer, public speaker, aviation enthusiast, corporate executive, a Representative and a Senator, Jennings Randolph was a master of many talents. I was honored to serve with him as a colleague, and honored to call him my friend.

If events can foreshadow destinies, perhaps Jennings Randolph's destiny was outlined at his birth, 96 years ago, in 1902. One of Senator Randolph's father's closest friends was the great William Jennings Bryan. Jennings was fond of recounting the anecdote that his father was with Bryan shortly after Jennings' birth. When told of the arrival of a new Randolph male, Bryan asked Mr. Randolph, "Have you named this boy?" "No," the father replied. "Then why don't you give him part of my name as a good Democrat?"

So Jennings Randolph received his name from the perennial Presidential candidate, William Jennings Bryan—a

name that Randolph never tarnished and that he burnished brilliantly in his own career.

I recall another story that Jennings Randolph sometimes told out of his boyhood in Salem, West Virginia. According to Jennings, Salem had a water tower that stood high on a hill above the town.

Jennings said that he told his father and mother, "If I could just get a long pole and \* \* \* climb up on that tank, and hold out that pole, I believe I could touch the sky." That is a story that shows the theme of this man's life—the tale of a boy who wanted to touch the sky. And when that boy became a man, touch the sky he did.

Jennings Randolph graduated from Salem College in 1924. From there he went into newspaper work in Clarksburg, West Virginia, and later in Elkins. A short step more took him onto the faculty of Davis and Elkins College as a professor of speech and journalism, and the director of athletics. Working in that capacity, in 1932 Jennings Randolph was elected to the U.S. House of Representatives, entering as a strong supporter of Franklin D. Roosevelt's "New Deal," and serving in the House until January 3, 1947.

In 1947, he accepted a position as assistant to the President of Capital Airlines and Director of Public Relations. In 1958, however, Jennings Randolph returned to politics. He loved politics; he loved to "Press the flesh." He couldn't get politics out of his blood. So he won election to the U.S. Senate to complete the unexpired term of the late Senator Matthew Mansfield Neely from West Virginia. On November 5, 1958, Jennings took the oath of office as U.S. Senator.

Elected in that same election for a full Senate term, for 26 years, I shared with Jennings Randolph the privilege of representing and serving West Virginia in the United States Senate. That partnership I shall cherish always. No man could have asked for a more generous, dedicated, or thoughtful colleague than I had in Jennings Randolph. And I know from my own experience that Jennings Randolph was certainly a man whose touch reached the sky. In West Virginia to this day, thousands of people bless his name for the deeds that he did for them as a friend and as a faithful public servant.

One of Jennings Randolph's greatest areas of ongoing contribution was to the development and advancement of air flight.

Some may recall the ancient Greek myth of the flight of Icarus. According to that legend, Icarus attempted to fly, using wings attached to his body with wax.

Icarus flew, to be sure. But Icarus flew too close to the sun. The sun melted the wax on Icarus's wings, and he fell into the sea.

Early on, Jennings Randolph became interested in flight. Fortunately for him and for us, Jennings went about getting into the air more safely than Icarus did.

As I mentioned, in 1947, Jennings Randolph became an assistant to the President and Director of Public Relations for Capital Airlines—one of the companies that later formed United Airlines. In that position, for the next eleven years, Jennings Randolph advanced the airline industry here and abroad. While Jennings was with Capital Airlines, however, he undertook one mission that places him on an equal footing with Icarus—in bravery and, of course, Jennings was far more successful than Icarus. On November 6, 1948, with a professional pilot at the controls, Jennings Randolph flew from Morgantown, West Virginia, to the Washington National Airport in a propeller plane fueled with gasoline made from coal. Now, that was just like Jennings Randolph—out there pioneering, not only in flight, but also in the use of fuel in that plane that had a West Virginia Source—coal. Certainly, that project was an act of faith, for which many remember Senator Randolph.

Not as well remembered is Congressman Jennings Randolph's introduction in 1946 of legislation to create a National Air Museum. Three decades later, on July 4, 1976, Senator Randolph dedicated the National Air and Space Museum complex on the Mall in Washington—noted today as one of the most popular tourist attractions in the Nation's Capital.

Jennings Randolph was an advocate of numerous other items of vital legislation as well—legislation to aid the handicapped and black lung victims, legislation to promote clean water and clean air, legislation to provide vocational and career education, and the legislation that created the National Peace Academy in 1983.

In announcing his decision not to run for reelection to the Senate in the 1984 race, Jennings said, " \* \* \* It's been a happy road. I have no regrets. \* \* \* I believe the Bible says there is a season and a time for every purpose. It is time for me not to run for reelection."

That "happy road" was an unparalleled example of citizenship and public service. In an era in which so many seem preoccupied primarily with grasping and grabbing for themselves, Jennings Randolph was committed to exerting himself—his intellect, his energy, and his considerable talents—on behalf, and in behalf, of his fellow citizens, his fellow West Virginians, his fellow Americans, his fellow human beings.

Jennings lived a long time—a full and active life. But all of us, high and low, rich and poor, must one day say goodbye to friends and loved ones in this earthly life and make our journeys to that unknown bourne from which no traveler returns.

It was on last Friday morning that the pallid messenger with the inverted torch beckoned Jennings to depart.

Jennings' passing reminds me of Thomas More's lines.

When I remember all  
the friends so linked together